yachts hardly had steerage way, and the Columbia again showed that she is a better boat than the new yacht. This, too, was demonstrated in weather that has always shown the Constitution at her best. The course was triangular, ten miles to a leg. The first leg was laid to windward and the wind was not stronger than five knots an hour at the start. On the first leg it hauled a couple of points and then backed to its original quarter. At one time it breezed up to about a seven-knot strength, but then died away again, and when the second mark was reached there was a "Paddy's hurricane" and there was not a ripple on the water.

The start was delayed for an hour and half waiting for the wind to settle, and when it gave promise of holding the committee gave the usual signals. The yachts manœuvred for position and Capt. Rhodes placed the Constitution successfully of the weather of the Columbia, but Capt Barr was able to get the Columbia on even terms with the Constitution and both crossed the line at the same time. It was a very pretty piece of handling on the part of each skipper.

With the Constitution in the windward position, the wind light and the sea , smooth was expected that she would at once show some of her early form and draw away from the Columbia, but she did not. She pointed fully as high as the Columbia, but that boat lifted out to windward with every puff and after two minutes' sailing the Constitution took the port tack and the Columbia a few seconds later followed and had taken the weather position from the

They held the port tack for twenty-three minutes, and te wind hauled more to the south, giving a slight lift to the Co'umbia. For some time the wind was very fluky hauling and backing a point or two, and each boat tacked into every favoring puff. The Columbia gained all the time, and at the windward mark she was leading by four minutes | the Colambia. ffty-five seconds. They started on the second leg with big jib topsails to reach the ten miles, but when half the leg had been sailed the wind backed enough to enable them to carry balloon jib topsails. On this leg the Constitution made a gain of twenty-five seconds, which was due to her getting the first of a freshening breeze which, however, died away again before they reached the second mark. At this mark the Columbia, after gybing, set a spinnaker to port. It was guved well forward and it did not draw at all. Capt. hodes profited by this, and although the Constitution's spinnaker pole was lowered the big sail was not used. The Constitution luffed out to windward of the Columbia and was slowly picking her up. Then the Columbia's spinnaker was lowered, and with hardly any wind, but with a favoring tide, the two drifted toward the lightship. The Constitution improved her position, and at 5:38 o'clock The Constitution was on the port tack. until she led by about a quarter of a mile. There seemed very little prospect of the race being finished within the time limit, but shortly after 6 o'clock the wind freshened and the Columbia soon drew up on the Constitution and she was again the leading boat at 6:20 o'clock. The wind had come too late, and when the time limit expired at 6:30 o'clock the Columbia was leading by about a third of a mile, and she was two

When the Constitution came to the line her sails were in good shape and appeared better than they did on Saturday. This was probably due to the damp weather shrinking the cloth, but just as soon as she struck into the warm air and they began to dry out they went badly out of shape. The draft in the mainsail slowly worked aft until she had a sag almost two-thirds of the way off from the luft. The peak dropped down and sagged off. This played havec with the boat and she began to fall off. The jib and staysalis also suffered by the drying-out process, and before half the windward leg was finished these sails were badly flapping on the after leaches. It looked as if they warted jigging up; certainly the peak did. The sails of the Commbia throughout the race set to per-fection and were properly trimmed. Con-stitution's balloon was trimmed better today than it was on Saturday, the sheet being well lifted and her skipper showed good judgment at the second mark when he refused to follow Barr in setting a spin-

and a half miles from the finishing line.

The two yachts were towed in and it was

dark when they reached their moorings.

The Constitution seems to have lost her

light weather sailing qualities, and every

one is wondering what is the matter with the yacht. Nat Herreshoff was on board

during the race and everything that could

be done to make the yacht go was tried.

naker.

The rain of Sunday had cleared away when yachtsmen prepared for the race to-day. Clouds hung in the sky which screened the sun's rays and a nice wind screened the sun's rays and a nice wind from the northeast gave promise of a good day's sport. While launches from the many steam yachts in the harbor were running to and from the club station, taking out visitors and guests for the day, the sailors on the Constitution and Columbia were busy making ready for the race. The covers were taken off the mainsails and at 9:30 o'clock the crew of the Columbia took hold of the halilards and the big mainsail slowly began to slide up the mast sail slowly began to slide up the Rhodes was at work only a few mir utes after the Columbia and the two main sails were hoisted about the same time

SECOND TRIAL RACE A FLUKE.

YACHTS SAIL FIVE AND A HALF
HOURS IN LIGHT BREEZE.

Within Two and a Haif Miles of Fluish
at Time Limit—Columbia Makes the
Better Showing, Leading by Nearly
Five Minutes at the First Mark—Constitution Drifts to the Front, but is
Again Passed by the Gid Champion—New Boat's Sails Not Satisfactory.

Newfort, Sept. 2.—For five hours and a half the Constitution and Columbia sailed to-day trying to cover a course thirty miles in length. They had succeeded in getting within two miles and a half of the finishing line when the time limit expired and they were towed in. The trial was an unsatisfactory one from all points of view. The wind was so light that at times the yachts hardly had steerage way, and the Columbia sains showed that she is a better

excursion and was most uncomfortably crewded. excursion and was most uncomfortably crewded.

Sir Thomas Lipton watched the race from the bridge of the steam yacht Erin, and as usual the popular Irish knight was kept busy all day acknowledging salutes. With him on the Erin were Mr. and Mrs. George Keppel, Archibald Denny, W. L. Stow, Commodore J. B. Hilliard, Mrs. John R. Drexel, W. H. Nelson, Reginald Ronalds, W. F. Morgan, Benjamin Nichol, Mr. and Mrs. William G. Jameson, George L. Watson, Thomas Ratsey, David Barrie, Dr. Reed McKay and Capt. Sycamore.

On the Corsair were ex-Commodore J. Pierpont Morgan, who watched the yachts from the time they crossed the starting line until the time limit had expired; Mr. and Mrs. E. H. Robinson, United States Senator Chauncey M. Depew, Mrs. C. Oliver Iselin, Capt. Woodbury Kane and George Pollock.

On the Narada, guests of Henry Waters were Capt. 41va Walker, C. M. Oelrichs, A. Lanfear Notrie, Elisha Dyer, Jr., and M. Jones.

On the Conqueror, guests of F. W. Van-

On the Conqueror, guests of F. W. Van derbilt, in addition to the Regatta Commit-tee, were Louis Lorrillard, George B. DeFor-est and John Whippie. Mr. and Mrs. Perry Belmont, on the Satanelis, entertained Mrs. Peter Lynch, Miss Lynch and Ralph Pulit-

When the usual signal to postpone the start was hoisted on the springstay on the Conqueror, the two racing yachts sailed around the lightship and there was a good chance to look at their sails. The mainsail of the Constitution since it was first used in the race sailed off Oyster Bay has stretched considerable, and it wrinkles stretched considerably and it wrinkles along the head and at the clew. It could be trimmed so that it would sit much better It was noticed that the Constitution's boom lifted much higher than that of the Columbia. Whether this hurt her sailing abilities there is a difference of opinion. The lift is probably caused by the increased length of the mainmast. Three and a half feet were added to this in order to give the peak halliards a better lead and keep the gaff from swinging out board. In hauling the gaff by this additional purchase the boom has been lifted. While sailing about it was also noticed that the Constitution made a bigger following wave and there was more drag under her stern than with the Columbia. The water dipped at her point of greatest beam and then drew up under the stern. It was not very noticeable to-day as the water was smooth and both

yachts were sailing fast considering the lightness of the wind.

At 12:35 the breeze seemed to have set-At 12:35 the breeze seemed to have settled down and was coming from the east by south. The committee signalled the triangular course and in a few minutes gave the compass signals. The first leg, which was to windward, was east by south, the second leg southwest half west, and the third leg north by west half west. Each leg was ten miles in length and the tug Coastwise, in charge of Supt. Niels Olsen, started off to log the course and lay the marks. The Conqueror anchored north of the lightship, making the starting line and the preparatory signal was fired at 12:50 o'clock. The wind was not more than five knots, strength was not more than five knots, strengt and the tide was running to the west an

and gybed and stood southeast on the port tack.

They kept off and on for some few minutes, the Constitution still keeping to weather of the Columbia. When the warning signal was fired they broke out the bany jib topsails. The Columbia was leading and the columbia tack she stood for topsails. The Columbia was leading and was on the starboard tack, she stood toward the lightship end of the line and then she loafed while those on board watched to see what the Constitution would do So far Capt. Rhodes had the better of the manœuvring. They were both on the starboard tack and when the Constitution drew near the Columbia both headed toward the light vessel. They bore off a little and then hauled on the wind and reached with sheets triumed in. The Constitution had the better way of and being to windward rapidly drew up on even terms to windward rapidly drew up on even terms

to windward rapidly drew up on even terms with the Columbia.
Each skipper had judged the time beautifully and as the gun was fired, at 1 o'clock, they hauled on the wind and crossed on the starboard tack on exactly even terms. They were timed by the committee at 1,00.06. The Constitution was in the better position and it was hoped that she would at once begin to improve and draw away from the Columbia. They were heading in toward the Rhode Island shore and the Columbia, having the wind clear, drew in toward the Rhode Island shore and the Columbia, having the wind clear, drew ahead and began to forereach on the Constitution. Capt. Rhodes could not make the new yacht point with the older one. Seeing that the Columbia was forereaching on the Constitution Capt. Rhodes put the Constitution on the port tack at 1:02:15 and the Columbia was tacked twenty seconds later. This gave the Columbia the weather position and in a few minutes she was worked up on even terms with the Constitution and was pinching further and further out to windward. They were heading southeast by south. Both yachts were being pinched and their jib topsails fluttered when they got too close on the wind.

yachts were being pinenes and their jub topsails fluttered when they got too close on the wind.

Then the wind hauled two points more to the south, and the Columbia, being the leading boat, got a slight lift. This shift headed the yachts off their course so that they pointed south by west. The Columbia gradually improved her position so that when the two took the starboard tack at 125 o'clock she was about two hundred vards ahead. On the constitution, Capt. Nat Herreshoff was trying to improve the yacht's speed by shifting the crew. Several men were sent to the leeward side to give a little more heel to her, but this did not make her sail better. Then some of the men were ordered aft to lift her bow.

Several changes were made, but the yacht could not hold the Columbia. She pointed and footed just as well as the older boat, but had no life, and the Columbia was lifting out all the time. On the starboard tack they were heading northeast half east. The sails of the Constitution, which had did not hold the tous the very

when the club topsails were sent aloft it was seen that each captain had selected a sail of medium size. Head sails were up in steps. Mr. W. B. Duncan, J., and Nat Herreshoft, who had come from Bristo on the early morning train, Raiph N. Ellis and Newberry D. Thorne wont on beard the Constitution soon after to o'clock and Mr. Duncan and Mr. Berreshoft carefully inspected the sails and were evidently attified with what had been done. Mr. E. D. Morgan was on board the Columbia dropped her mooring and started out of the harbor. Just as she passed Fort Adams the Columbia dropped her mooring and started out of the harbor. Just as she passed Fort delands and the columbia dropped her mooring and started out of the harbor. Just as she passed Fort delands and the results of the Columbia had just before rassing her she constitution got under way. They each had boom to port and had broken out the fore-taysail and jib. Sheets were trained and they ran with the wind almost aft. The constitution picked up the Columbia had just before passing her she eybed and stood over foward Baternan's Point, while the Columbia kept well towards Baternan's Point, while the Columbia kept well towards Baternan's Point, while the Columbia of the passed before the sail from the sail fro

way, and at 3:05:00 the wind headed the Columbia off, but the shift did not hurt her very much, the Constitution getting the same shift a few minutes later.

At 3:05:10 the Columbia took the port tack to fetch the mark. Her baby jib topsail was lowered at 3:10:00, and at 3:11:05 she passed the mark and eased off her boom to starboard. The reaching jib topsail had been sent up in stops as soon as the other had been lowered, and it was broken out thirty-four seconds after the yacht had passed the mark.

The Constitution tacked for the mark at

The Constitution tacked for the mark at The Constitution tacked for the haby jib 3:15:25 and at once took in her baby jib topsail. The reaching jib topsail was sent up at once. The Constitution passed the mark at 3:16:03 and broke out her topsail mark at 3:1603 and broke out her topsain nineteen seconds later. The crew of the Constitution had been snarter than the Columbia's crew. The elapsed times for this leg are shown in the following:

On the ten-mile beat to windward the Columbia had beaten the Constitution 4 minutes 55 seconds. The Constitution had been well handled and it was thought no fault of those on board that the vacht had made such a poor showing. As soon as the jib topsail on the Constitu-tion was drawing the fore staysail was lowered and balloon fore staysail set in its piace. It took the crew 1 minute 46 seconds from the time they began to lower one sail until the other one was set and drawing. This was smart work. The Columbia made the same change as soon as it was seen what had been done on the Constitution. The Constitution seemed Constitution. The Constitution seemed to be picking up, but after a time her jib topsail did not draw well and the jib was run down in order to let the light air get into the jib topsail and for 15 minutes she was sailing with one headsail less than the Columbia. Then the wind hauled just enough to enable the yachts to carry balloon jib topsails and the changes were reade at 3-58-00. Again the Constitution's just enough to enable the yachts to carry balloon jib topsails and the changes were made at 3.58:00. Again the Constitution's crew was a little smarter than the Columbia's in making the change. The wind was very light and as they approached the second mark they crawled along. The Columbia gybed around the mark at 4.50:40 Columbia gybed around the mark at 4:50:40 and the Constitution at 4:55:10 The elapsed imes for the leg were

First Second Elapsed

On the ten-mile reach the Constitution had gained twenty-five seconds.

The balloons were lifted over the stays and the Columbia at once lowered the spinnaker pole to starboard and 3 minutes 22 seconds after turning the mark broke out her spinnaker. It did not fill at all out her spinnaker. It did not fill at all but hung without an ounce of wind in it. The Constitution's spinnaker pole was put out board and the spinnaker got ready but it was not broken out. Instead, Capt. Rhodes luffed the yacht well to windward of the course the Columbia had sailed and, keeping the balloon jib topsail, full in the yery light air, gradually closed up on the Columbia. The sun was dropping like a ball of fire over the western horizon and it three its height air, and the sun was dropping the ball of fire over the western horizon and it three its height dight on the a ball of fire over the western herizon and it threw its bright glare of light on the sails of the two yachts. The Constitution slowly crawled up on the eastern side of the Columbia and Capt. Barr, seeing the error he had made with the spinnaker, ordered it in again. Still the Constitution gained and the shadows of the Coulmbia's mainsail began to cover the balloon jib topsail of the Constitution. As the new yacht gradually drew ahead these shadows lengthened until the club topsail was thrown

on the mainsail.

Then the Constitution was covered up altogether and at 5.38.00 she took the lead for the first time in the race. She drew shead until there was about a quarter of a mile of open water between the boats. The finishing line was a long way off and there was little chance of the race being there was little chance of the race being finished within the time limit. The yachts kept on though, those on board evidently hoping that a freshening breeze might send them home in time. The breeze did freshen and under its influence the Columbia drew up on the Constitution and again took the lead at 6:20 o'clock. She drew shead until the time for the race had expired and then the Columbia was about a third of a mile in the lead and the finishing line was two miles and a haif away. Sails were lowered and the Mirage towed the Constitution in, while the tender Park City gave a line to the Columbia. A sailor from the Columbia was seen

ashore this evening. He was feeling very good over the showing that the columbia has made so far in the trial races and was asked how he accounted for the slowness of the Constitution. He thought for a moment, and then with a twinkle in his eye said. Well, you see, when the Columbia was hauled out to be cleaned last week in the Morse dry dock the burnishing machines were rubbed fore and aft, but when the Constitution was burnished at Bristol the machines were rubbed up and down." Then the sailor steered for the nearest saloen to wash down his joke.

Several sails belonging to the Constitution have been recut at the Herreshoff loft at Bristol. Some of these are to be used in the next race. The press boat, Wanda, broke down again. It is rarely that she does not do something that is not expected, and those who have to go on her are ready for all emergencies. When near the second mark a valve biew out and the engineer's and fire rooms were filled with has made so far in the trial races and was

engineer's and fire rooms were filled with steam at once. The firemen had to hurry in order not to be burned. The Wanda imped back to port in a crippled condi-

Commodore Lewis Cass Ledyard enter-Commodore Lewis Cass Ledyard entertained Sir Thomas Lipton and his friends at dinner to-night. They were invited to meet the members of the Challenge and Regatta committees and some other well-known yachtsmen. Among those present were Sir Thomas Lipton, William Jameson, Commodore J. B. Hillyard, George L. Watson, Thomas Ratsey, David Barrie, Dr. Reed McKay, Rear Commodore C. L. F. Robinson, J. V. S. Oddie, S. N. Kane, Archibald Rogers, J. P. Morgan, J. M. Forbes, E. M. Brown, C. O. Iselin, Newbury D. Lawton, Chester A. Griswold, W. B. Duncan, Jr., and E. D. Morgan. The dinner was an informal one and no speeches were buncan, Jr., and E. D. Morgan. The dunier was an informal one and no speeches were made. After the diuner Sir Thomas Lipton and his party boarded the Erin and that yacht left the harbor shortly after midnight for Sandy Hook. The Constitution and Columbia will race again to-morrow. The start will not be made until the aftergroup methodily about 2 o'clock. noon, probably about 2 o'clock

Trouble With Balloon Jib Cost Muriel a Victory.

The yacht Elmina proved a victor in her class, after practically being beaten by her sister ship, the Muriel, in an exciting contest yesterday in the races of the Larchmont Yacht Club. Quisetta, the third contestant, was at no time a dangerous rival, having shown a reversal of form in the last two

M'FARLAND DEFEATS TAYLOR IN STRAIGHT HEATS.

Colored Rider Outridden Behind Pace In the Garden Fournier's Fast Kramer Beats Lawson in Four-Cornered Contest -Some Other Meets.

About 3,500 cycling enthusiasts sat around the wooden track in the Madison Square Garden last night to see an interesting card of races decided. The feature was a special motor-paced contest, best two in three heats between Floyd A. McFarland and Major The first heat was at a mile, and McFarland having a slight advantage at the start, held it all the way. After the pis-

la d's time was 17 1-5

Henri Fournier, the noted French chauffeur, gave an interesting exhibition on a motor buycle. When it was announced that his own machine was still on board the steamer from which he disembarked the other day there was a laugh. But with a borrowed motor he did a mile in 134 2-5, for which he was liberally applauded.

The final heat of the half-mile amateur open race provided the most sensational finish of the night. C. Castlerlink led until the last lap, when he was joined by P. 6. Yan Cott of the Greenwich Wheelmen and G. C. Schreiber of the Harlem Wheelmen. They came to the tape in such close attay that the Judges were some minutes in deciding upon the winner. Van Cott got the decision, with Schreiber second and Casterlink third, the time being 1-02-5. Casterlink got quite a fall as he rounded the bank after crossing the line, but he was not hurt.

The four-cornered professional match at half a mile, decided in heats, was narrowed down to a final dash between Frank Kramer and leer Lawson. The latter jumped into the lead shortly after the start and held it until the bell rang. Then Kramer got his pedals going faster and in a heartbeatling linish he was victorious by a foot. In the final heat of the one mile amateur handicap two colored riders carried off first and second honors. They were M. T. Dove and R. A. Brooks, respectively. There were a number of spills, but nothing serious. The summaries.

Half-Mile Novice—Won by J. W. Kelly, New York, P. J. Corino, New York, second, J. W. Coven, New

maries:

Half Mile Novice—Won by J. W. Kelly, New York;
F. J. Corino, New York, second, J. W. Cowen, New
York, third. Time, 110.

Four-townered Match Race at One-half Mile, Amateur—First heat won by J. C. Schreiber, Harlem
Wheelmen: F. G. Van Cott. Greenwich Wheelmen,
Second. Time, 106.3-5. Second heat won by M. L.
Hurley, N. Y. A. C. Gus Welsing, New York, second.
Time, 104.4-5. Final heat won by M. L. Hurley,
J. C. Schreiber, second. Time, 119.4-5. Special
heat for third prize won by Gus Welsing, F. G. Van
Cott, heing disqualified for fouling.
Special Match Race—Motor paced, best two in three
heats—First heat at a mile wort by Floyd McFarlend.
San Jose, Cal. Major Taylor, Worcesster, second.
Time, 134.3-5. Second heat at two miles won by
McFarland Taylor, second. Time, 217.1-5.

Four-Cornered Professional Match Race—First
heat won by Ivea Lawson, Chicago. Tom Cooper,
Detroit, second. Time, 100.3-5. Final heat won
by Frank Kramer. East trange, John Fisher, Chicago, second. Time, 100.3-5. Final heat won
by Frank Kramer. Past trange, John Fisher, Chicago, second. Time, 102.2-5.

Half-Mile, Amateut, Open Final heat won
by Fank Kramer. Iver Lawson, second. Time,
1114.5. Special heat for third prize won by Cooper,
Fisher, second. Time, 102.2-5.

Half-Mile, Amateut, Open Final heat won
by Fance One mile. Time, 134.2-5.
One Mile Amateur, Handteen—Final heat
won
by M. T. Bove, New York, 60 yards, R. A. Brooke,
New York, 35 yards, second. H. W. Coyte, New York,
100 yards, third. Time, 2:92.3-5.

Six thousand persons were present at the holiday meet held at the Vallsburg board track yesterday. Major Taylor won the half-mile open. Taylor and Fisher met in the final heat. It was a good representation of

mile open. Taylor and Fisher met in the final heat. It was a good representation of the French style of racing. They rode all over the track until the last lap, when Fisher quickened the pace, but he allowed the Major to jump him on the back stretch and gain a twenty-yard lead before he got headway. Quarter Mile Nortee Wen by Elmer Gardner, Morristown: H. Sutphen, Newark, second, George C. Zaim, Passaic, third Time, 34 25 seconds, Magnolia Haif Mile Handicap, Amateur Won by Teddy Builington, Valisburg, scratch, F. C. Seward, Newark, 20 yards, second; T. Brown, New York, 40 yards, third, M. T. Dove, New York, fourth, Time, 59 1-5 seconds.

Excelator then Professional, West, 1994.

Sw 1-5 seconds.

Excelsior Open Professional — Won by "Major" Taylor, Worcester J. T. Fisher, Chicago, second. Time, a minutes 27 4-5 seconds. Cooper and Rimble divided third money.

Motor Tandem Match Bace, best two out of three heats. First heat, quarter mile — Won by Bob Schulle and H. G. Bennett J. King and R. Hunter, second. Time, 21-15 seconds. Second heat. Five miles won by King and Hunter. Time, 7 minutes 56-15 seconds.

Won by King and Hunter. Time, 7 minutes 36 1.5 seconds.

1 hyd Heat and Race, Two Miles — Won by King and Hunter. Time, 2 minutes 36 1.5 seconds.

Five Mile Handicap. Ameteur — Won by G. G. Gleasop, Newark, 200 yards, M. T. Dove, New York, 50 yards, second. A. A. Courter, Newark, 100 yards, third Theodote Klendi. Newark, 300 yards, fourth. Time, 11 minutes 10 seconds.

One-mile exhibition by Joe Nelson, paced by motor tandes. — Time, 1 minute 27 seconds.

Labor Day, Trow Mile Handicap, Professional — Labor Dw. A. Kutz, New Haven, 150 yards, John Bedeil, Lyntrock, 150 yards, second. Arthut Nos, Bedeil, Lyntrock, 150 yards, second. Arthut Ros, Newark, 180 yards, third. Waiter Bardgett, Buffalo, 150 yards, fourth, Time, 3 minutes 57 4 & seconds.

BICYCLISTS MIXED UP. Serious Acedent in the Associated Cycle

serious accident in which three wer badly hurt and some others shaken up marked the finish of the twenty-five-mile road race of the Associated Cycle Clubs of Long Island of the Associated Cycle Clubs of Long Island yesterday on the Coney Island bicycle path. The course for the race lay between Law-rence street and Coney Island There were ninety starters and everything went off smoothly until the last lap. The threatening weather did not keep a great crowd from assembling at the finishing line and there was the greatest excitement when the bicycles

was the greatest excitement when the bicycles and wheelmen were piled in a struggling heap after the accident.

It had been arranged to have one of the officials at Twenty-second avenue to send the riders from the cycle path into the roadway on the last lap. He got to the point too late and seven of the riders of the twenty left sped past and down the crowded cycle path. One of them ran into some spectators and the six behied him were thrown with great force.

Two ambulances were called from the Kings County Hospital and the injured men were taken there. It was found that Henry Cransion, is years old, of 645 Manhattan avenue, had a broken chin and also sustained seven contusions of the thigh. Adolph Plumn, 27 years old, of tess Fution street, another of the injured men, had his cheek laid open, while Henry Koch. 29 years old, of M Truyton street, was badly bruised about the head.

Eighty-night, scorchers started, and not

KNICKERBOCKER A. C. GAMES. Varied Sport Pleases Big Crowd-Seneca fodian Wins.

The varied and interesting character of the outdoor sport at the Knickerbocker Athletic Club's annual Labor Day carnival caused several thousand outing seekers of the metropolitan district to journey yesterday afteron to Knickerbocker Field at Bayonne The sixteen events furnished ample diversion for more than seven hours. The crowd began to gather before noon, when the games were opened with two hotly centested matches at association feotball, from which the New rsey elevens emerged victorious over the

New York aggregations
The results of the two cycling contests
proved gratifying to the large contingent of local spectators present. Daniel J Quille, a consistent young rider attached to a local Taylor. The first heat was at a mile, and McFarland having a slight advantage at the start, held it all the way. After the pistol had been fired denoting the end of the heat, both men, of course, dropped their pace-making machines and Taylor, cutting past his opponent, came rushing past the finish line again, this time well in front.

As many thought this was the real wind-up, there was a howl of rage from onlookers, but it was uncalled for as McFarland had won fairly in 128-3-5. But Taylor, at that, said he did not hear the bell, which was rang at the beginning of the last lap, and thought the pistol would be fired once at the beginning of the last lap and twice when the lap erded.

They were sent away on almost even terms, but in the first half mile McFarland forged ahead and sesured a lead of about a quarter of a lap. Though faylor's pace was interesting exhibition on a motor broycle. When it was announced that his own machine was stilled from which he disembarked the other day there was a laugh. But with a borrowed from which he disembarked the other day there was a laugh. But with a borrowed from which he disembarked the other day there was a laugh. But with a borrowed from which he disembarked the other day there was a laugh. But with a borrowed from which he disembarked the other day there was a laugh. But with a borrowed from which he disembarked the other day there was a laugh. But with a borrowed from which he disembarked the other day there was a laugh. But with a borrowed from which he disembarked the other day there was a laugh. But with a borrowed from which he disembarked the other day there was a laugh. But with a borrowed from which he disembarked the other day there was a laugh. But with a borrowed from which he disembarked the other day the finish by more than fleed at the finish by more than fleed five yards. Frank Pierce, a brother of the three-mile victor, ran in this event without obtaining a place. The one-mile relay race belonged to the Pastime team from the start. The lead of ten yards at the first quarter waincreased to thirty yards at the half and to sixty at three-quarters. In the last lap Hynes of the Boston team made a desperate effort to overtake Ordwein, but he overshot his endurance and quit in the backstretch. The summaries.

ASSOCIATION DOUBBALL MATCHES.

Bayong Bangers' F. C. beat Brooklyn Wander.

Hayonne Hangera' F C beat Brooklyn Wanderers' F C by 3 to 0. Forwards William McGechan, A Grighton and C Cleary each kicked a goal. Greenville Hustlera' F C beat Union Settlement A C by 3 to 1. For the victors Half lack H. Borus and Forwards William Jeffs and C. Grasing each kicked a goal. Porward J. Noonan scored for the Union Settlement team.

CYCLING CONTESTS. CYCLING CONTESTS.

One Mile Handicap—Won by Daniel J. Quille, Riverside Club Wheelmen, Bayonne, 60 yards; George G. Cameron, Jr., Olympia A. C., New York, 80 yards, accord, Leo E. Firth. Stapleton, Staten Island, 40 yards, third. Time, 2 minutes 20 2.5 seconds.

Two-Mile Handicap—Won by Daniel J. Quille, Riverside Wheelmen, Bayonne, 50 yards, Leo E. Firth, Stapleton, 60 yards, second George G. Cameron, Jr., Olympia A. C., New York, 120 yards, third. Time, 6 minutes 3 1.5 seconds.

5 minutes 3 1-3 seconds.

ATHLETIC EVENTS

Throwing the Discus, Handleap—Won by Michae
J. Sheridan, Pastime A. C., 5 feet, with an actua
throw of 116 feet 2 inches, Charles Schoepfin, Nations
Turn Verein, 25 feet, second, with 97 feet, A. Caston
Union Settlement A. C., 16 feet, third, with 95 fee

Union Settlement A. C., 16 feet, third, with 86 feet Inches. Humaning High Jump, Handicap—Won by W. E. Hurley, National A. C. & Inches, with an actual jump of 5 feet 6 inches. E. E. Meyer, Anchor A. C. & Inches. second, with 5 feet 1 inches. Inches. Bantel K. Herus. Knicker, bocker A. C., scratch, third, with 5 feet 11 inches. 100 Yard Hun, Handicap—Won by F. S. Williams, Olympia A. C., 75 yards, Ernest Spitzer, Pastime A. C., 63 yards, inches. The seconds. 440-Yard Run, Handicap—Won by F. S. Williams, Olympia A. C., 24 yards, W. E. Whitney, Pastime A. C., 30 yards, second. W. S. Edwards, Knicker, Scholar A. C., 12 yards, third. Time, 40 25 seconds. 880 Yard Run, Handicap—Won by John E. McNabb, Union Settlement A. C., 60 yards, Charles Sharps, Olympia A. C., 50 yards, second: John Rottger, Star A. C., 45 yards, third. Time, 10 in instance.

Sharps, Olympis A. C., 50 yards, second, John Rottger, Star A. C. 48 yards, third. Time, 1 minute
56 3-5 seconds.

• 880-Yard Run for Novices, Scratch—Won by John
F. Ellingwood, Olympis A. C., 8 L. Forbes, New
West Side A. C., second, F. S. Willets, Warren A. C.,
third. Time, 2 minutes 10 4-5 seconds.

One Mile Run, Handicap—Won by Andrew J.
Walsh, Xavier A. C., 55 yards, E. M. Carrette, New
West Side A. C., 75 yards, second, John H. Wright,
Olympia A. C., scratch, third. Time, 4 minutes
25 3-5 seconds.

Three Mile Run, Scratch—Won by Jerry Pierce,
Pastime A. C., P. Soutar, Jr., Pastime A. C., second.
William M. Hunter, Pastime A. C., third. Time,
15 minutes, 53-35 seconds.

One Mile Relaylace, Scratch—Wop by G. Bischoff,
D. J. Brennan, Victor Andrews and Otto C. Ordwein,
team of Pastime A. C. E. C. McGratch, Frank Murray,
Thomas F. Kennedy and Edward Hynes, team of
St. Alphonsus A. A. of Boston, second. Time, 5
minutes 40-2-5 seconds.

Gymkhana Race, 440 Yards, Scratch—Each contestant waiked 40 yards, burdled 100 yards, hopped
100 yards, ran 100 yards with an egg in a ladde and
sprinted another 100 yards with an egg in a ladde and
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O'CONNOR JUMPS POORLY. Bothered by Crowd at Celtle Park - Flan-

agan Breaks World's Record. Peter O'Connor, the holder of the world's broad-jumping record, failed to distinguish himself on his first public appearance in this country at the Greater New York Irish A. games at Celtic Park yesterday. There were 6,000 persons to see the great jumper's effort and it was perhaps due to their en-thusiasm that he failed to "come off." They crowded on the infield, and refused to allow room for him in which to take his proper run. O'Connor failed to clear 23 feet 1% inches-which would have gained him a place in the

finals. tryman's failure. He threw the 16-pound hammer 171 feet 9 inches, beating his own previous world's record of 169 feet 4 inches made at Travers Island on Sept. 29, 1900. made at Travers Island on Sept. 29, 1900.

Dick Sheldon, the Yale track captain, beat
Flanagan from scratch in throwing the discus and came within three inches of Flanagan's recently acquired world's record for
the event. E. J. Clapp, the Yale hurdler, and
N. H. Hargrave, the Yale sprintes, competed,
but could not catch the judge's eye. Summarles.

another of the injured men, had his cheek laid open, while Henry Koch, 29 years old, of all Truxton street, was badly bruised about the head of all Truxton street, was badly bruised about the head many the head and not the head in the head of all truxton street, was badly bruised about the head many the head of the trust of the head and not the head in the head of the trust of the first has close and execting, affording the cross of head from the head of the trust of the first has close and execting, affording the cross of head of the head of the trust of the head of the head

The Best "High Ball" is made from an unflavored whiskey,

Try WILSON.

That's All!

BUTCHER SHOP "GRAFT" NOW More Illicht Revenue for the Folks Who Sell Lawbreaking Privileges.

It was declared yesterday that the men who make a living out of selling privileges of exemption from police interference with private business had turned the new Sunday Meat law to their advantage. On the lower East Side, where there are many small butcher shops selling kosher meat whose patronage on Sundays is very large from the Jews living in the tenements the tip went out last week that if the butchers wanted to keep open on Sundays they might do so without fear of police interference if they would see the men who run things for the district leaders. It has not been possible for these men to es tablish a tariff yet, for they do not know what the shops will stand and it will be some weeks before they can find out how much they can demand with impunity But a start has been made

Most of the Jews who live in the tene ments buy meat in small quantities and only for one meal, and naturally they want the shops open on Sundays, so that they present themselves for the entrance . can get their meats fresh. Dealing with customers like these it is hard for the butch ers to get along without opening on Sundays, and they will be willing to pay a pretty high figure for the privilege. It will take a few weeks to get the tariff established and then all things will go swim-

Aside from the fact that the distric Aside from the fact that the district heelers intend to sell the rights to violate the law and thus make it impossible for the police to do anything, the enforcement of it is going to be very difficult. Many of the persons who are affected by it are in the habit of doing everything by stealth and even if the police wanted to enforce the law they would have a very hard time of it.

of it.

Only one thing can make the enforcement of the law possible, and that is the active cooperation of the journeymen butchers in whose interests the law was passed. If they want to they can report all of the violators to the authorities and obtain warrants for their arrest. The journeymen barbers by this course suc-ceeded in having the barber shop law en-forced wherever they made the attempt. and it is practically true to say that there is no barbering done in this part of 'he city

TROLLEY MOTORMAN KILLED. Crashed Under His Own Car on a Siding in Williamsburg.

James Mimms, a motorman of the Frank lin avenue trolley line in Brooklyn, was killed yesterday on a siding in Kent avenue between Broadway and South Eighth street, Williamsburg. The fender of his car had become detached from the dashboard and he got off the car to adjust it without noticing that the rear of his car had not entirely crossed the switch from the main tracks. A Greenpoint car crashed into Minnes's car and threw it forward about ten feet, Mimms was crushed under the car. The motorman of the Greenpoint car was arrested.

DISMANTLED LINER HERE. The New York to Undergo Alterations

at the Navy Yard. The American liner New York, without her funnels, and resembling a rusty wreck long stranded, arrived yesterday from Philadelphia in tow of the tugs Summers N. Smith, Harold and North America. She will go into dry dock at the navy yard for repairs to her hull. Her shaft tubes, instead of being supported by brackets, as heretofore, will be moulded to the ship. After this work is finished she will be taken to the formula to receive her new bailers. to the Cramps, to receive her new boilers and engines, which, it is expected, will improve her speed about a knot.

Sweeney Still a Crack Jumper

Clad in the ancient regalia of the Scots a committee of the New York Caledonian Club successfully carried out its forty-fifth annual games at Washington Park, Newtown, L. I. yesterday while other members and persons who are not members competed in the events. M. F. Sweeney was the bright particular star of the day. He competed in the jumping events, which he won with comparative ease. In the pole vault he was defeated by D. W. Pollard, who was also condefeated by D. W. Pollard, who was also con-spicuous in the other jumping events. Clar-ence Edwards, who was setting fast pace in the final of the three-mile bleyele race, fell near the finish and took a somer-sault but escaped injury. While the games were progressing some of the Scots exe-cuted the Highland fing. The summary. cuted the Highland fling. The summary. Throwing Light Hammer. Wen by M. Barry. New York, with 100 feet il linches, O. Milier, Brooklyn, second, George Middleton, Tarrytown, third, 100-yard Dash, Open to Members Only. Won by Alexander Elifott. William Davie, second. George O. Berthwick, third. Time, 10-45 seconds.

Hop, Step and Jump. Won by M. F. Sweeney. Hop, Step and Jump. Won by M. F. Sweeney. Polistown, with 43 feet 1 linches 1. G. Hams, Philadelphia, second. 1. Smith. Toronto, third. Haif Mile. Open to Members Only. Won by A. Elifott George O. Berthwick, second. A. McCaw, third. Time, 2 minutes 32 seconds.

Hole Vault. Won by D. W. Pollard, with a vault of 2 feet 6 inches. M. F. Sweeney, second. J. McDonald, third. The event. F. J. Chapp. the Yale hurdler, and N. H. Hargrave, the Yale sprintes, competed, but could not catch the Judge's eye. Summaries.

100-Yard Run. Notice. Final heat won by J. Maioney. St. B. A. C. W. Grymsale. St. B. A. C. Second. W. H. Gold. W. S. Y. M. C. A. third. Time, 2 minutes. St. Gold. W. S. Y. M. C. A. third. Time, 2 minutes. St. Gold. W. S. Y. M. C. A. third. Time, 2 minutes. 23 second. M. H. Gold. W. S. Y. M. C. A. third. Time, 2 minutes. 22 second. Second. M. C. Sard. Second. R. C. Fidar. St. C. Lair. A. C. Sard. Notice Run. Won by E. Gilgust. L. I. Sao. Yard. Notice Run. Won by E. Gilgust. L. I. Sao. Yard. Notice Run. Won by E. G. Teet. S. Sao. Yard. Notice Run. Won by H. G. Teet. S. Sao. Yard. Notice Run. Won by H. G. Teet. Sao. Yard. Notice Run. Won by H. G. Teet. Sao. Yard. Notice Run. Won by H. G. Teet. Vaile University. So yards. J. J. Fartell. Nat. A. C. Sard. Second. S. Saconds. One-Mile Run. Handleap. Won by R. G. Teet. Vaile University. So yards. J. J. Fartell. Nat. A. C. Sao. Second. S. Sacond. S. S

Pasig-Tipton Company in their paddocks opposite the Sheepshead Bay track before yesterday's races. A large crowd was present. The Halma Miss Lily coll went for the largest price, duling Fielschmann bidding \$2,100 for him. The principal sales follow. PROPERTY OF MESSIGS, CHARLES FLEISCHMANN'S SONS.

Brown coll to Halma Most lift of French 182.

Bay fills in imp Mendler Knickknack of Prescribmann.

Brown hills by Halma imp from Food of Frenchmann.

Chestant fills by Halma imp from Food of Frenchmann.

Chestant fills by Halma Lady of Quality of Reich to Halma Lady of Quality of Reich half fills by then brush Jessie Lee B. P. H. Men arren.

Bay fills by then broaden hawn Electric Light.

W. L. Elemens.

Bay no become coll by Halma Francisco. PROPERTY OF WILLIS PIELD, LEXINGTON, LY

NO NEW STUDENTS FOR STORRS

THE AGRICULTURAL COLLEGE IN A SERIOUS PLIGHT.

Diseatisfaction With President Filet Prote ably the Cause Light on a Recent Secret Meeting of the Trustees At-

tempt to Shift the Blame to a Trustesunced to-day that not a candidate admission to the Storrs Agricultural College took the examinations in this city. Harord and Norwich, three of the places where several candidates were looked for and only one, a woman, appeared for the examination at Danbury. Only one ap-

peared at the college on Saturday. Not a person came before Prof. Here R. Monteith at the Capitol in Hartford Saturday. Prof. Monteith is brotherlaw to President Flint of the college. E. sat in his room all day waiting for cand dates. Generally there are several w aminations at Hartford, and Prof Moabsence of candidates. He said the present trouble over the Presidency of the university was in all probability the reason

why candidates failed to appear The friends of Storrs College to-day expressed amazement over conditi which prevent young men from entering this college to study to become thorough going farmers. They think a crisis has been reached in the history of Stores when only two candidates appear for ex amination in five of the principal places in Connecticut, where many candidates are

annually listed. Master B. C. Patterson of Torrington. head of the State Grange, comprising about 12,000 farmer members, is out to-day in an explanation of his attitude toward President Flint, and gives the details of a secret meeting of the Board of Trustees of which he is a member that was he last July. Mr. Patterson has been crit cised sharply by Grangers who believed n the absence of details of that secre meeting in July, that Patterson was one

of President Flint's champions Mr. Patterson says that two resolutions were presented at the meeting of the tru tees, one on the removal and the othe on the reengagement of President Flin for another school year. That for the removal of President Flint was defeated only two of the nine trustees voting for it. Those of the majority argued that it was not proper to dismiss a President of a clege without giving him an opportude of resignation. Mr. Patterson for these resignation.

of resigning or making a request to mis-resignation. Mr. Patterson for these rea-sons voted with the majority.

On the second resolution for the reent gagement of President Flint for anothe school year, with the understanding and agreement that he should tender his resig-nation to take effect at the close of the preent school year, there were four votes favor and five against. Patterson vot-with the majority. It was the opinion of the majority that it would not be for it

Mr. Patterson says that is ac with that vote President Flint is engag d for another year. He s "If I am any judge of just what i

"If I am any judge of just what the peo-want and what must be done for the s-cess and advancement of our agricultu-college, it is the resignation, not the re-gagement, of President Flint. This is a unanimous expression of the people a also the expressed wish of every agric-tural organization in the State as far meetings have been held."

One of the graduates of Storra has to to say about the trouble in the institution. "President Flint has not the respect of faculty because he is so weak in many por that require strength and the far-see!

faculty because he is so weak in many jethat require strength and the far-see ability requisite for such an institute. But why blame President Flint for all trouble? He was appointed Preside Naturally, he has done his best and we like to retain the place. The trouble is he of him and in the Board of Trustees, it traced still further back would fall on Hon. W. E. Simonds, who by devices whas dominated the board. The alumnist his soul last winter manipoles verted. this and last winter unanimously verthey were opposed to his reappout Mr. Simonds worked long.

but Mr. Simonds worked long, hard an faithfully, as only a wideawake politicial can, and, as we believe, only obtained the office on political grounds and pulled is with him at least one more trustee who doe his bidding.

"As long as the Simonds regime remains Down goes Storrs, and it will not be long closing out. We need more indignation meetings such as that at Berlin, more light on Mr. Simonds and his work, and we may have a resurrection. Speed the day when we shall have a Connecticut Agriculture. College that will be the pride of every

Trustee Simonds was Congressman fee the First Congress district of this Standard was also United States Commissions of Patents during President Harrison administration. He is expected back from Europe this week. His friends say the attack on him is unjust.

Mrs. Sarah E. Farley, wife of form Alderman Patrick Farley, who was a ber of the former "boodle" Bare ber of the former boodle Bandard Aldermen, died on Sunday at him at 133 Bowery, where her buddard duets a hotel. She was 50 years married Mr. Farley about twent years ago. The couple have to chi She was well known on the East Side. for some years she was interested in a ble work. For the past ten years she seen an invalid. The funeral will take to day at 2.30 A.M. from her late be

NEW ORLEANS, Sopt. 2 The Br officers in command of the agency bethe purchase and shipment of male horses to the British Army in South A report that they have sent to Caps 100 cargoes, consisting of 115 me and horses, about equally divided less the two, the animals costing 11 km. The provisions for the trips to Albrought the total cost up to \$15,000,000.

THE MANHATTAN STORAGE *** WAREHOUSE COMPANY

"Indestructible" Fire and Butglist Superior advantages and marketical storage of I untiltute. Merchandles and l'ornitore dimangents de parefulty paravil l'an service by skilled soukmen. Brostrated descriptive possipoliti kent on also